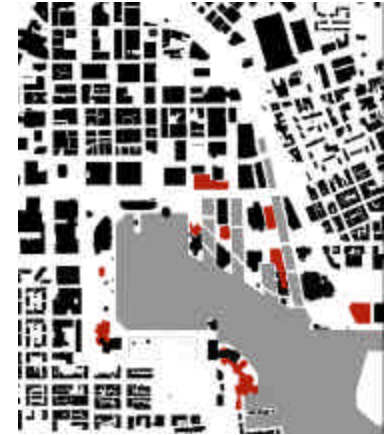


Baltimore Inner Harbor Master Plan Framework

Summary
February 2003

Master Plan Consultant Team

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Beginning in June 2002, the Master Plan team has been preparing a Master Plan Framework for the Inner Harbor, for Baltimore Development Corporation and the Department of Planning. This is a brief summary of that framework plan. The purpose of the plan is to, plan for and assist in guiding future development in the entire Inner Harbor. As part of this process the team worked with Advisory Council that was established to review and comment at key stages of the study.

The Master Plan Framework is designed to build upon the strengths of the Inner Harbor & Downtown renewal efforts, to reinforce the principles of the 1965 Master plan, and to expand the concept of the Inner Harbor to a larger public realm. Focus group interviews were held to assist in identifying key issues to be addressed and the analysis concluded with a series of principles that established the overall framework and guided the rest of the work.

The plan recommendations are grouped by the following categories, Streets and Streetscapes, Open Space, and Development Parcels. Key aspects of the plan include transforming the ring-road system of Key Highway, Light and Pratt Streets into a more pedestrian oriented waterfront, boulevard. The plan shows how to reinforce and/or establish visual and physical connections from the water, back to surrounding neighborhoods and how to have well designed public spaces in key places along the harbor. The plan suggests strategies for creating a better balance between vehicular traffic and pedestrians and to encourage planning for future mass transit accessibility.



Issues

1.Changing character of the Harbor

2.The perimeter roadway

3.Views, visibility and water access

**4.Connections to neighborhoods
and special districts**

**5.Open space: quality and
character**

**6.Pedestrian circulation and the
Promenade**

7.Buildings and architecture

8.Parking

9.Traffic and transportation

10.Waterside activities

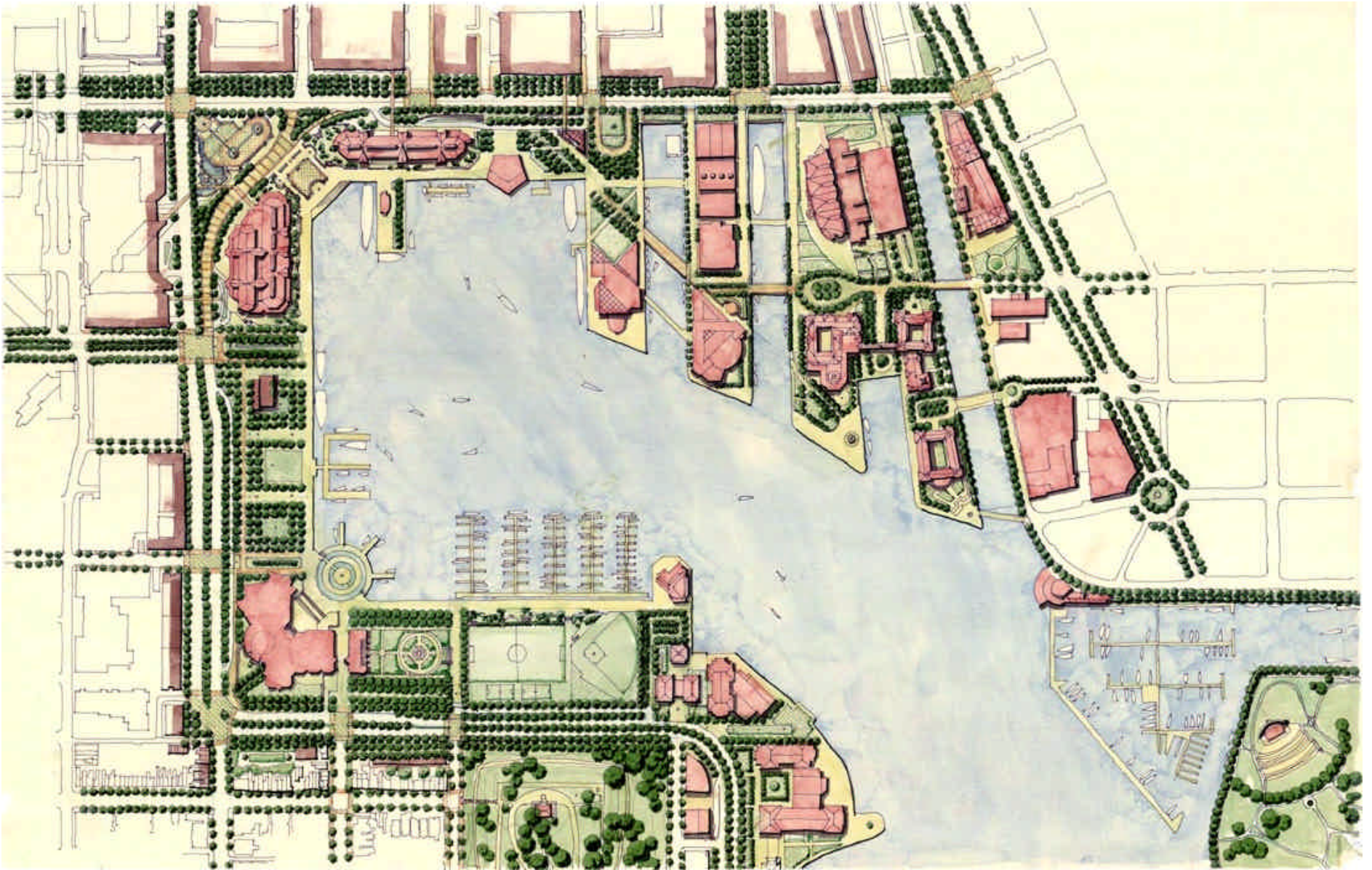
Design Principles

1. Expand the role of the Inner Harbor as the defining feature of an expanded waterfront, while reconfirming the spirit of the 1965 Plan.
2. Organize the Harbor about four water-related districts.
3. Transform the Ring Road into a waterfront Boulevard.
4. Connect surrounding Neighborhoods and Special Districts to the Harbor.
5. Enhance and extend the Inner Harbor's open space environment.
6. Provide a better balance between vehicular traffic and pedestrians. Plan for future mass transit accessibility.
7. Reinforce existing and create new view corridors to the water, its landmarks, and/or open spaces.
8. Encourage continued mix of uses on the waterfront.
9. Develop a Water Plan coordinated with landside activities.
10. Encourage a diversity of building types, while establishing design guidelines to properly frame the Harbor.



Framework Plan

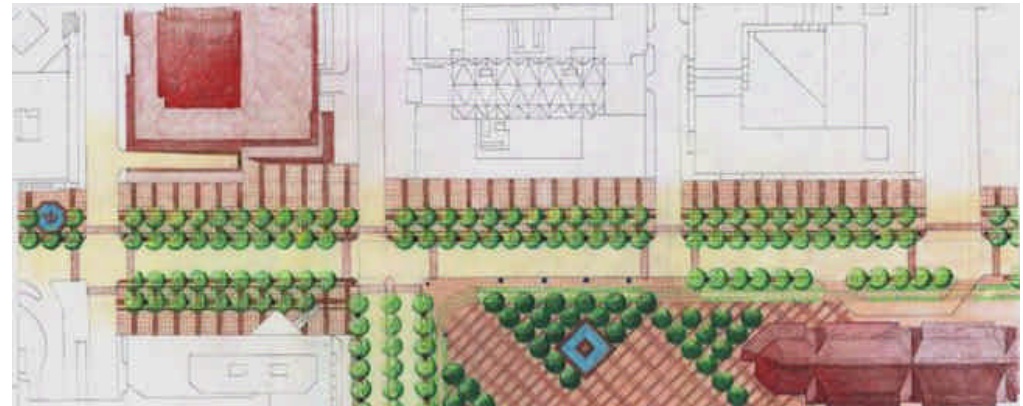
Streets and Streetscape



Illustrative Ring Road

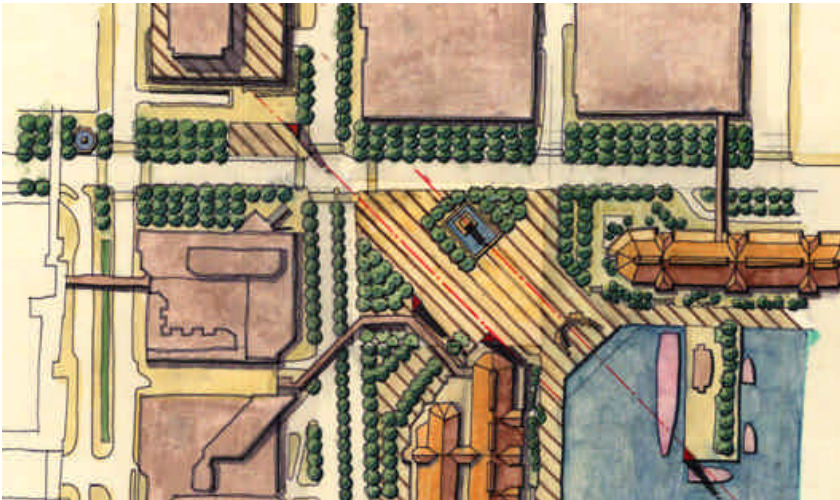
Design Recommendations

Streets and Streetscape



Pratt Street Boulevard

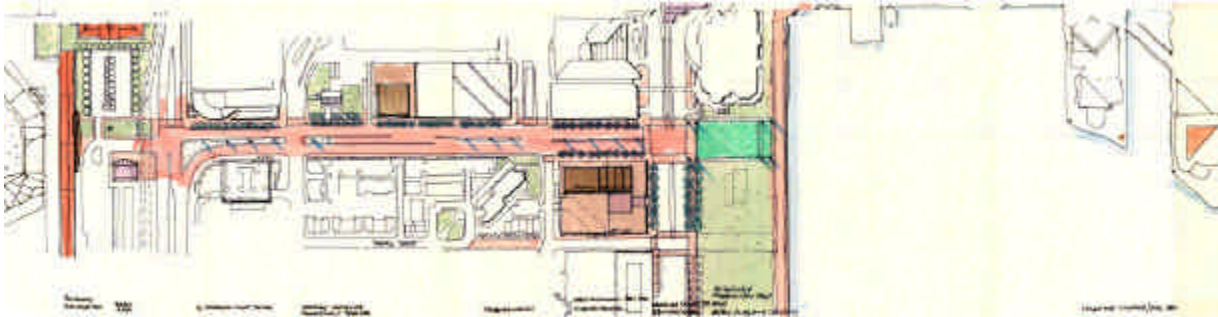
Option 1 – McKeldin Fountain Area



Option 2 – McKeldin Fountain Area

Design Recommendations

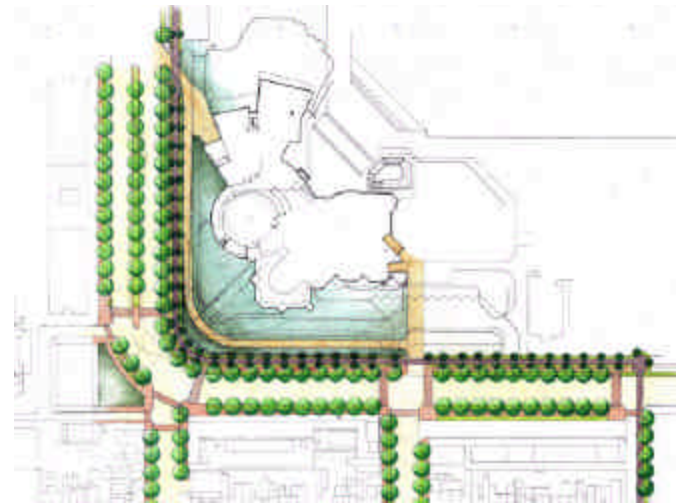
Streets and Streetscape



Conway Street



Conway at the Harbor



Key Highway and Light Street





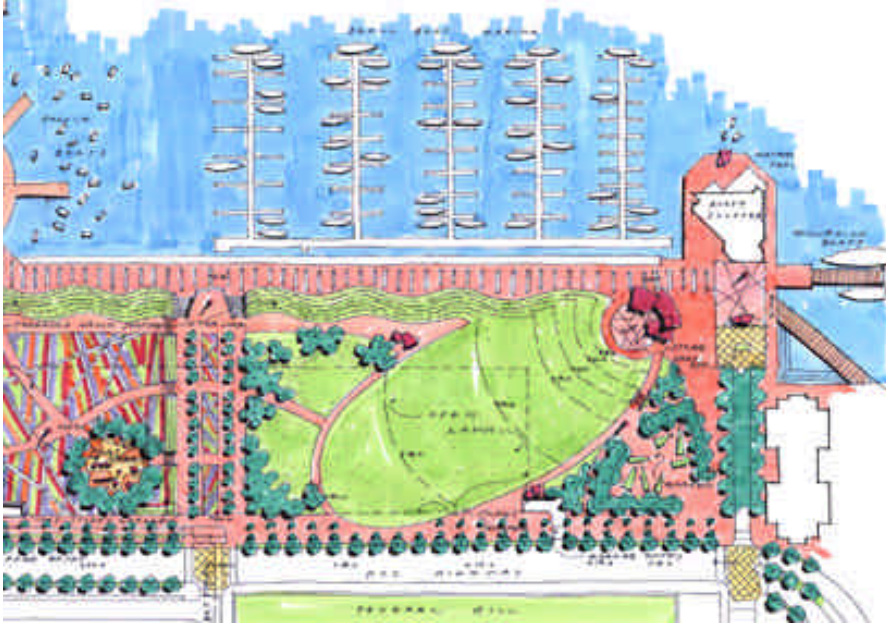
Transportation system and parking Observations on Traffic

1. Reasonable degree of access currently
2. Some flexibility for future land use and urban design features
3. Pedestrian access is an important consideration
4. Parking – needs further review
5. Major roadway configurations
 - Potential exists but challenging
 - Pursue detail design
 - Regional context is a key (Regional Rail System)

Traffic was determined to be a major issue in this planning effort. Further detailed traffic studies are underway to inform this plan prior to completion.

Design Recommendations

Open Space



South Shore

Maintain and enhance views from the Key Highway entry to the Inner Harbor with the new park that is on top of the proposed underground parking garage.

- Establish small neighborhood gardens at park entrances that will serve as portals to the larger park spaces
- Create a large sloping oval lawn with an amphitheater shell that will provide informal and event gathering space for visitors and the adjacent Federal Hill Neighborhood.
- Provide new and dynamic definition to the promenade edge with terraced serpentine lawn steps where people will enjoy the sun and views of the harbor activities.

Rash Field – Underground Parking

Rash field Parking:

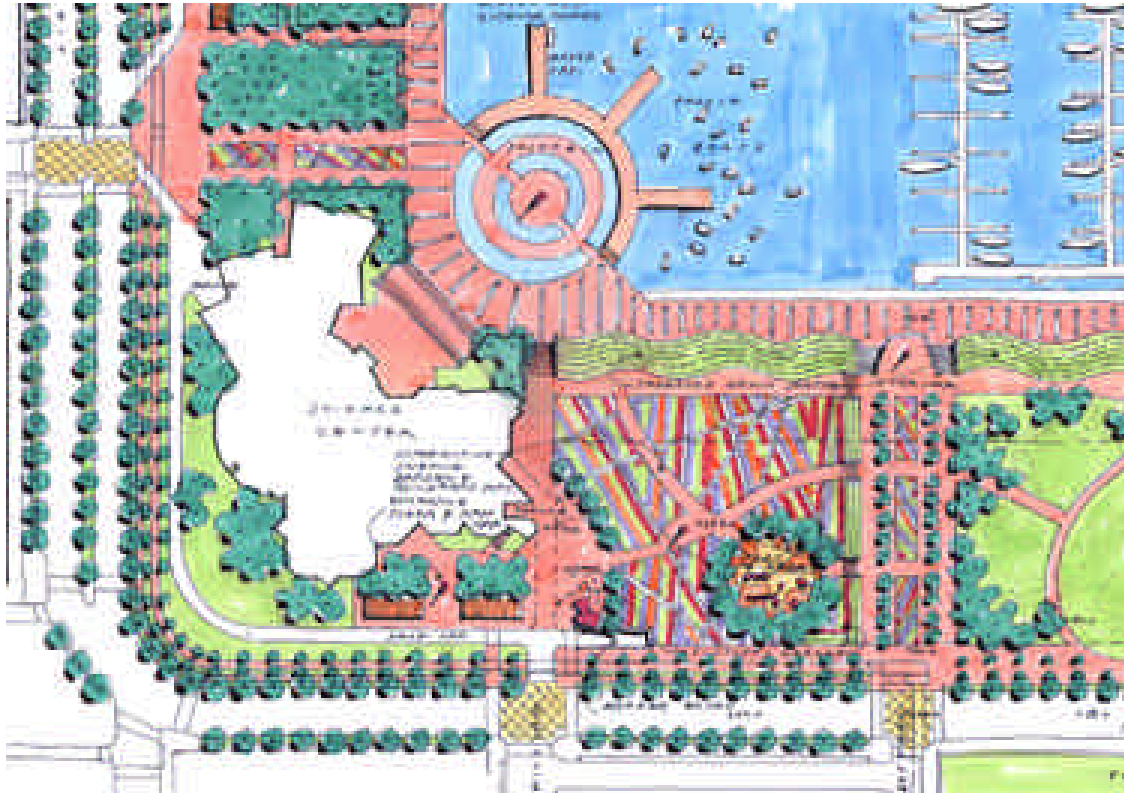
- Existing = 165 spaces
- 1 Level = 415 spaces
- 1½ Level = 630 spaces
- 2 Level = 830 spaces



Proposed Underground Parking Structure Studies· Proposed structure reshaped under the south shore park and science plaza to preserve views from Key Highway into the Inner Harbor

Design Recommendations

Open Space



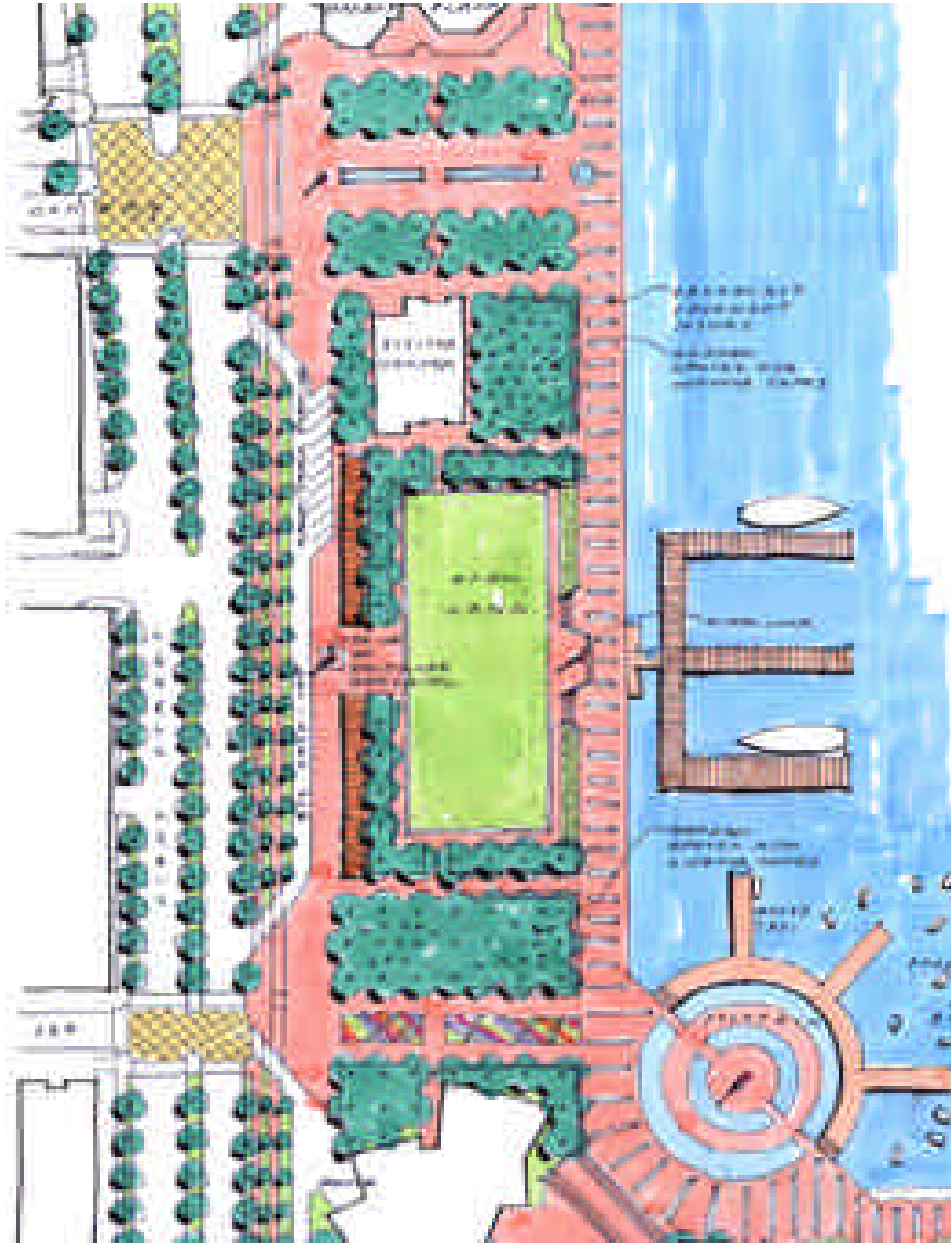
- Provide a bus drop-off and new visitor entrance plaza with trellis seating areas, distinctive lighting, furniture and paving on the south side of the Science Center.
- Redesign and simplify the Science Center service area to be a part of the William Street public promenade used for service early in the morning that will then be used as public space during the rest of the day.
- Create an interpretive and interactive science garden as an outdoor extension of the Maryland Science Center on

top of the proposed parking structure. The proposed underground parking structure was reshaped to preserve important views from Key Highway to the harbor.

- Provide an active children's discovery and learning play area for visitors and the Federal Hill neighborhood.
- Strengthen public access and views to the south shore at Battery and William Streets with public promenades into the park and overlooks to the harbor.

Design Recommendations

Open Space



West Shore

- Strengthen public access and views to the west shore at Conway and Lee streets with public promenades into the park.
- Establish a bus drop-off lane and short-term visitor parking at the new Visitor's Center to provide better access and orientation for visitors to the Inner Harbor.
- Provide shaded gathering spaces and outdoor cafes within garden groves of trees that frame the Visitor's Center.
- Create a large multi-purpose lawn for events and gatherings that will step down to the promenade and excursion boat activities. This lawn will also provide a new setting for ice-skating during winter months.
- Provide trellis seating areas and a new location for the Pride of Baltimore Memorial at the entrance to the multi-purpose lawn.

Design Recommendations

Development Parcels



This site located at Key Highway just southeast of Federal Hill Park, known as the Propeller yard, is proposed for residential and hotel with underground parking. The recommendation is to develop the site to improve views and connections from the waterfront to the neighborhood. The recommendation is to locate open space in order to keep views open from Key Highway, both from the south and the west.

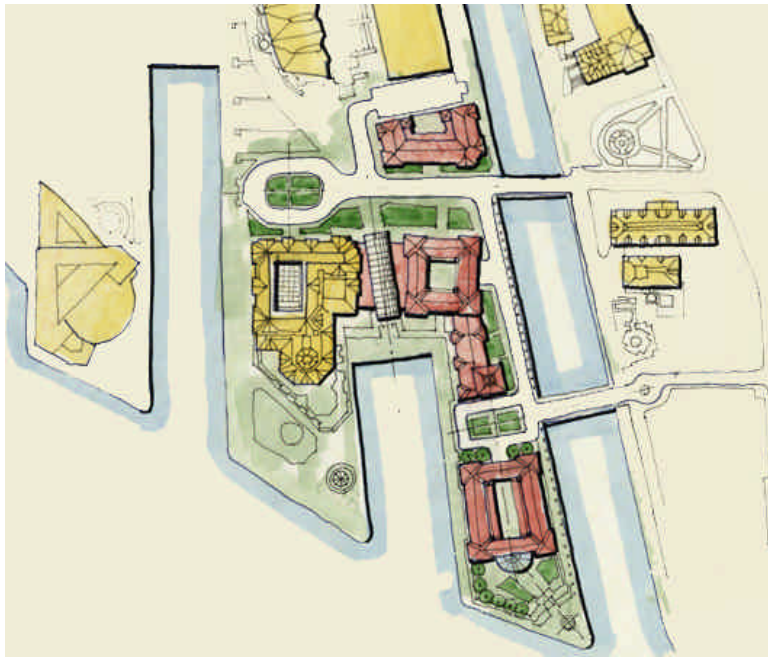
Propeller Yard

Design Recommendations

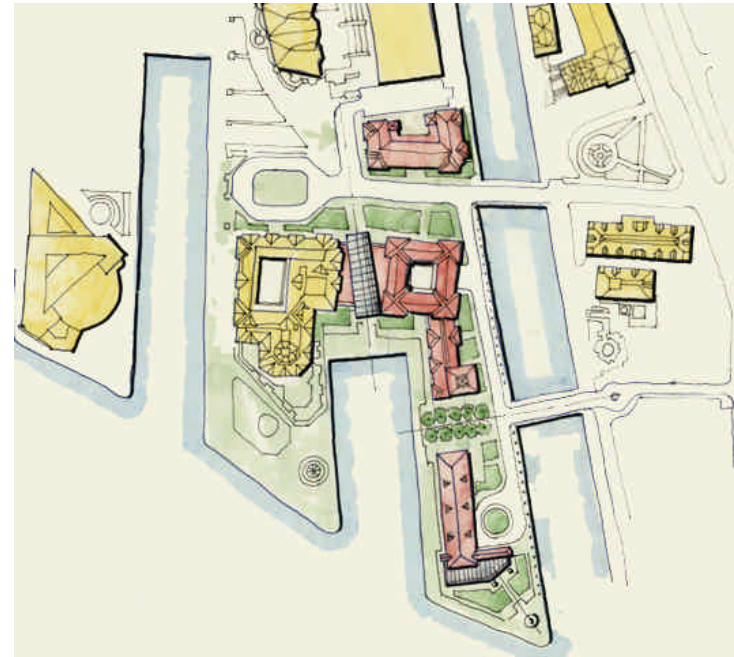
Development Parcels

Piers 5&6

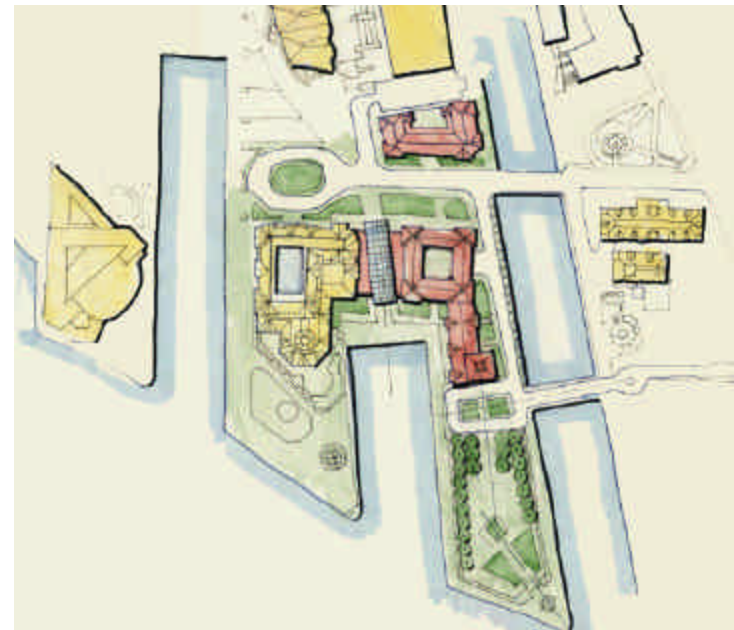
This area is south of the Columbus Center and a proposed garage on Pier 6. It currently houses the Concert Tent. That use was always considered temporary. There are three options shown below for this area. The goal is to create a mid-rise residential precinct with open space on the water.



Option 1



Option 2

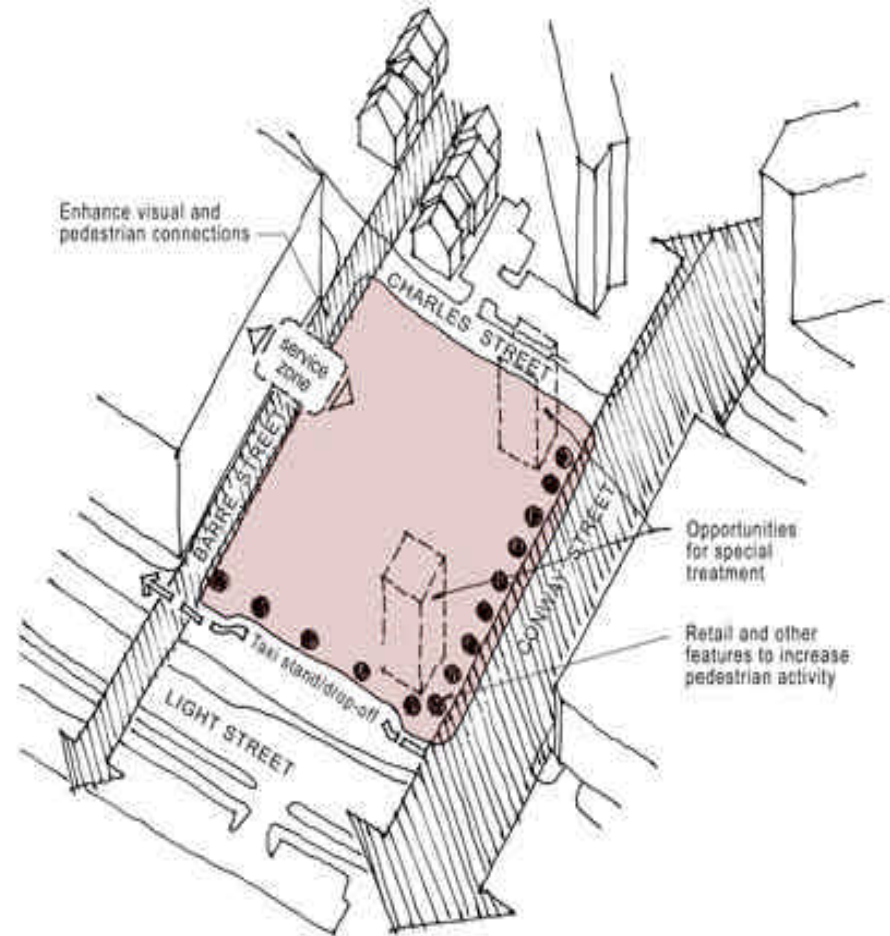
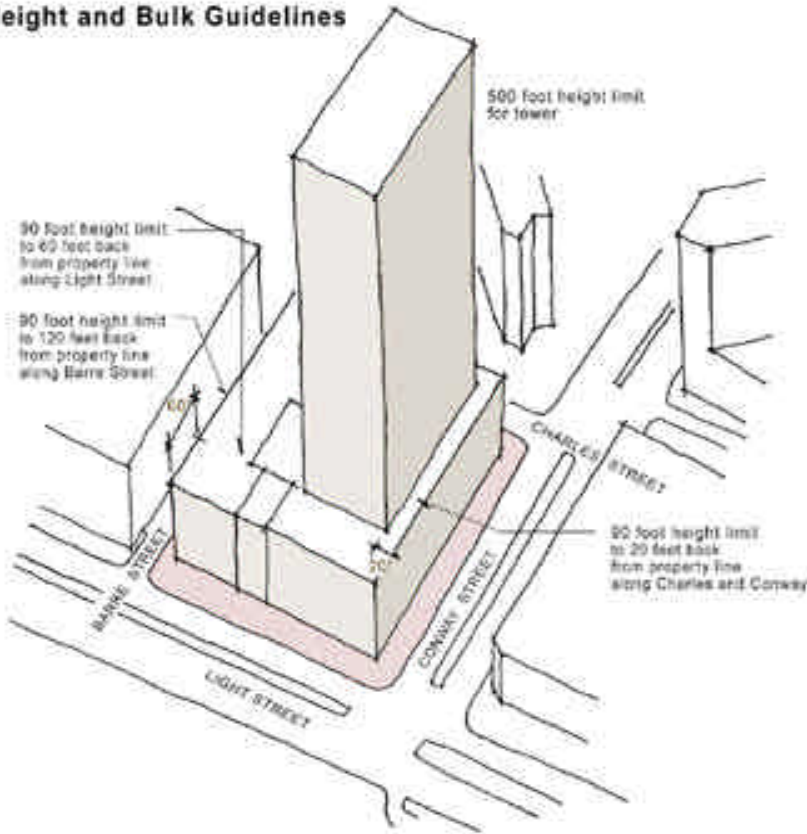


Option 3

Design Recommendations

Development Parcels

Height and Bulk Guidelines



Access and View Guidelines

McCormick Site

This site, currently a parking lot, is located at Light and Conway Streets. It is one of the last major development opportunities along the Inner Harbor.

Design Recommendations

Development Parcels

Goals and Regulations

To integrate the neighborhood of Little Italy into the Inner Harbor by creating a pleasant pedestrian-scaled boulevard out of President Street where pedestrian and vehicular uses are balanced.

Transform President Street into a Boulevard with maximum 3 travel lanes of 11 feet and an 8 foot parallel parking lane.

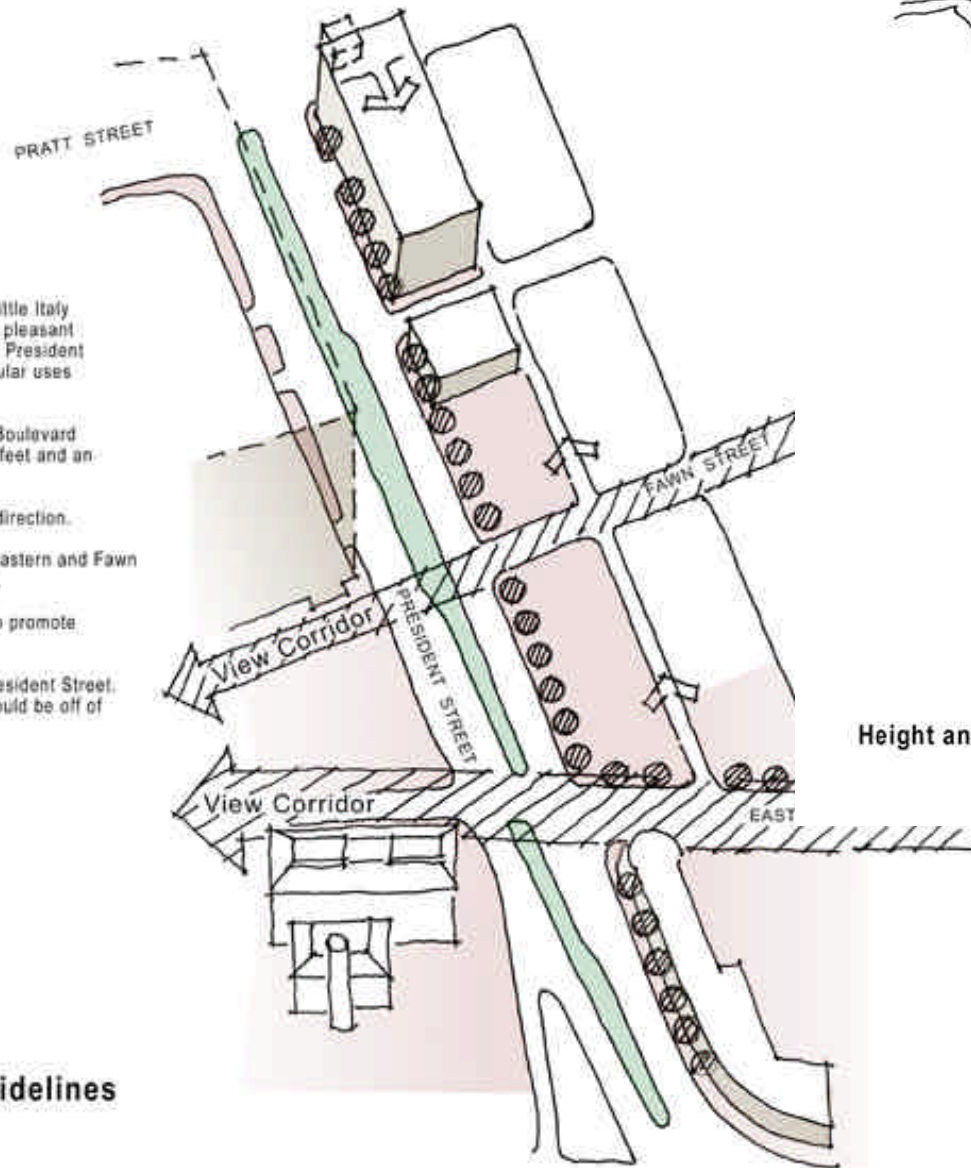
Investigate a bicycle lane in each direction.

Ensure that the view corridors of Eastern and Fawn Streets extend to the water's edge.

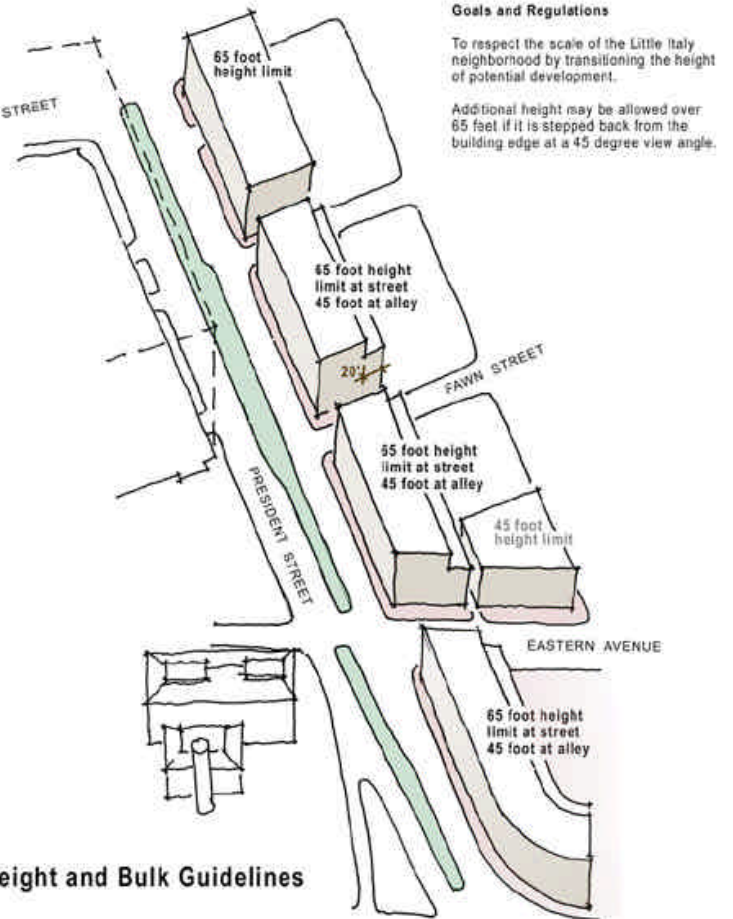
Require active ground floor uses to promote pedestrian activity.

Prohibit additional curb cuts off President Street. Access for parking and service should be off of the alley.

Access and View Guidelines



Height and Bulk Guidelines

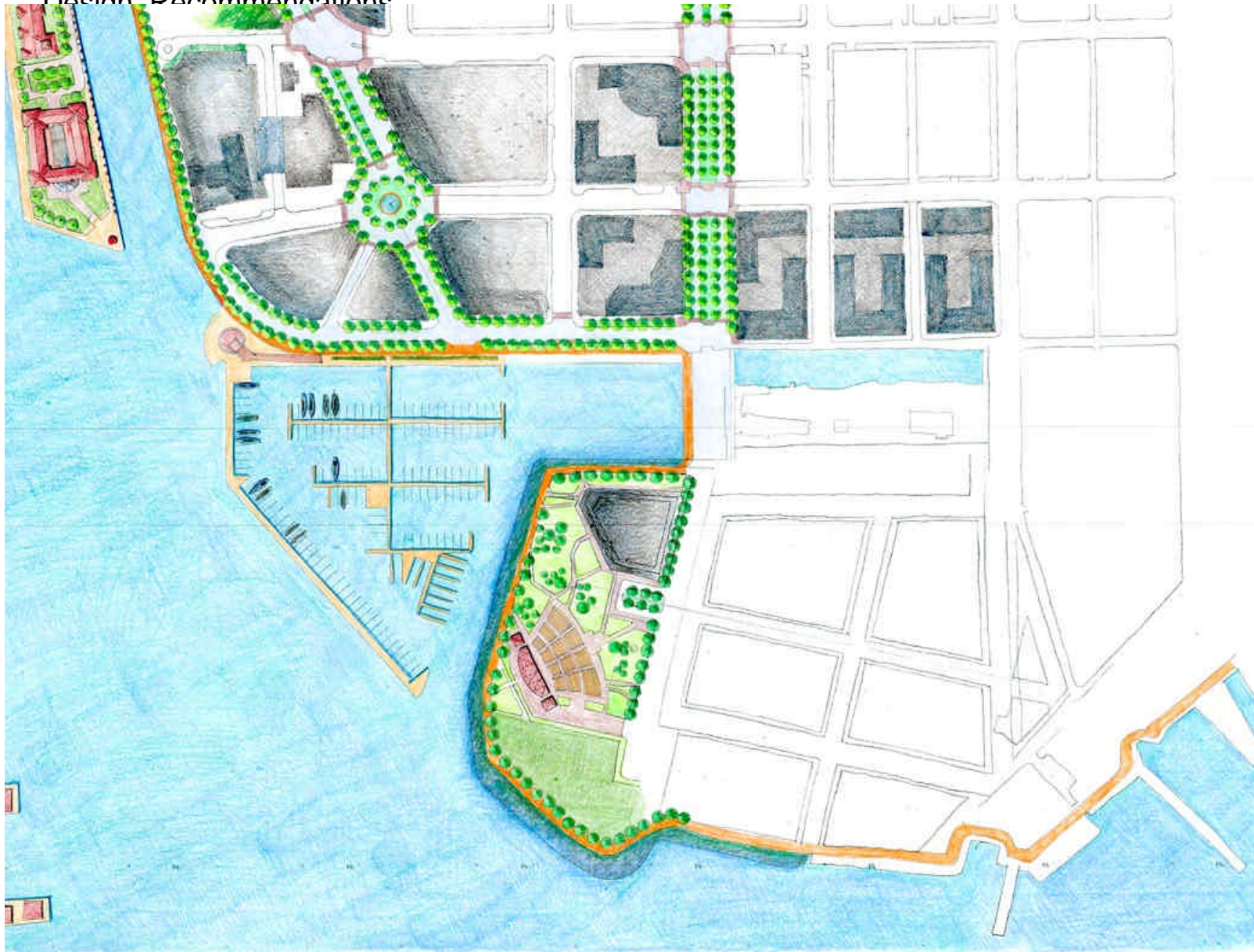


Goals and Regulations

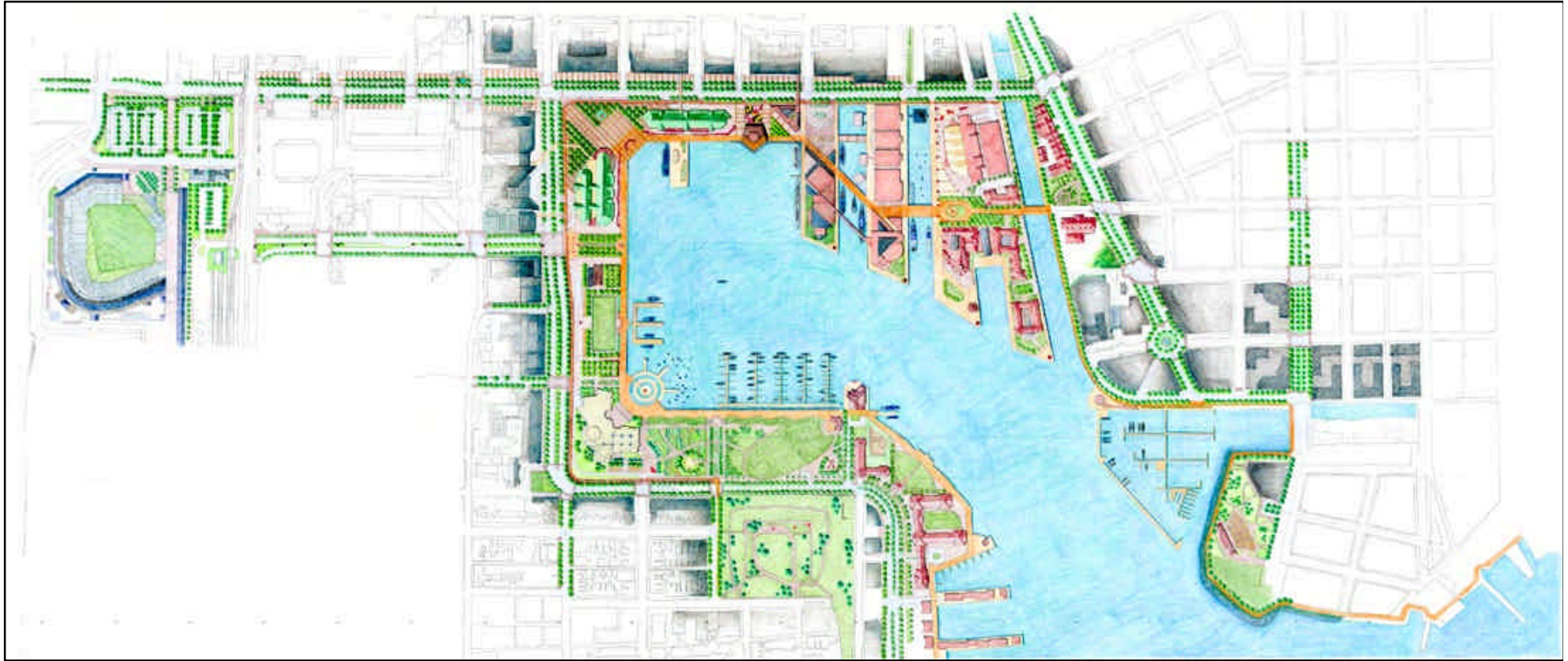
To respect the scale of the Little Italy neighborhood by transitioning the height of potential development.

Additional height may be allowed over 65 feet if it is stepped back from the building edge at a 45 degree view angle.

Design Recommendations



Development and open space recommendations
along Inner Harbor East and the former
AlliedSignal Site



Summary Plan